

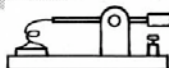
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Spark-Gap Times



Published By

The Old Old Timers Club



Editor-Publisher Bert Wells W5JNK, #2951. Send items for Spark-Gap Times and all other business to Executive Secretary ootc@ootc.us

Or U.S. Mail to OOTC 3191 Darvany Dr. Dallas TX 75220-1611

FIRST CLASS

NEW MEMBER

NAME	CALL	#	REFERRAL,SPONSOR, ELMER
PETER LEHRKE	DK4HP	#4521	GÜNTER PESCH, DJ2XB, #3384

Born November 5, 1940, Hamburg. Spouse Elke,(D.) 2 children. Military supply unit 1962 to 1963 NCO. 1st wireless military 1962. DK4HP-1970.

After my study for business management, I worked for 40 years in the energy industry. My neighbor, Willi, DL9HK, told me about amateur radio. I was very interested and got my license in 1970. I enjoy amateur radio ever since. From 1976 on I founded several round tables that are still working on a regular basis. In 2007 I became chairman of QCWA, Chapter 106, Germany. dk4hp@darf.de



THESE MEMBERS ARE "SILENT KEY". CALLS MAY HAVE BEEN REISSUED.

NAME BORN	MEMBER # 1st Wireless	LAST CALL	SK: DATE Reported by:
Gene Adkins B:October 8 1932	# 3422 Military-1949	W4GA KB4BIN-1982	SK 1013/2008 QST JAN 2009 P.99 & K4CLA
Daniel M. Beam B:February 29 1936	# 4324 W4SZL-1951	W4SZL	SK DATE MISSING QST JANUARY 2009 P.99
Joseph A. Perratto B:June 3 1940	# 3337 KN2QPR-1955	K2QPR	SK: 9/17/2008 Mrs. Pearl Perratto, wife.

Were you licensed at least 25 years ago & licensed now?

Then you should belong to
The Quarter Century Wireless
Association. www.qcwa.org

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OOTC OFFICERS

PRESIDENT Troy Wideman, Jr., W6HV #2852
230 Fremont St Redlands CA 92373-5078
Ph:909-798-2212 w6hv@verizon.net

V. PRES. Joe Schroeder, Jr., W9JUV #2967
2120 Fir St., Glenview, IL 60025-2815
Ph:847-724-8816 w9juv@arrl.net

TREASURER Joseph Wehner W8KNO #4030
11924 Alpha Rd Hiram, OH 44234-9774
Ph:330-569-7718 jlw_usna62@yahoo.com

EXEC. SECR. Bert Wells, W5JNK #2951
3191 Darvany Dr. Dallas, TX 75220-1611
Ph: 214-352-4743 w5jnk@att.net

OOTC DIRECTORS

DIST. 1 Morton Bardfield, W1UQ #3027
16 Addington Rd Brookline MA 02445-4520
Ph 617-566-8613 mbardfield@boatphone.com

DIST. 2 Jerry Mulberg, W2MJP #2995
609 Kappock St 8E Bronx NY 10463-7779
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DIST. 3 Paul Gerbracht, W3QPP #2850
2114 W. 29th St. Erie, PA 16508-1066
Ph: 814-868-5519 ootcdir@velocity.net

DIST. 4 David Knight, W4ZJY #3428
505 Eleanor DR SW Decatur AL 35601-4756
Ph: 256-301-9060 1_w4zjy@mindspring.com

DIST. 5 Charles Stanton, W5LBU #3409
3220 Dakota St NE Albuquerque NM 87110-2613
Ph:505-881-4769 w5lbu_st@msn.com

DIST. 6 Lee R. Wical, KH6BZF #4444
45-601 Luluku Rd. Kaneohe, HI 96744-1854
Ph:808-247-0587 leewical@aol.com

DIST. 7 Frank Piskur, K7FP #3628
12002 Densmore Ave N Seattle WA 98133-8410
Ph:206-364-8516 f.piskur@yahoo.com

DIST. 8 Joseph Wehner, W8KNO #4030
11924 Alpha Rd Hiram, OH 44234-9774
Ph:330-569-7718 jlw_usna62@yahoo.com

DIST. 9 Joseph Schroeder, W9JUV #2967
2120 Fir St., Glenview, IL 60025-2815
Ph:847-724-8816 jjschroederjr@comcast.net

DIST. 0 Leo Meyerson, W0GFQ #0707
1210 N. 97th Ct, Omaha, NE 68114-2171
Ph:402-392-1708 w0gfg@cox.net

CONTENTS

ALL OOTC Officers/Directors	25
ANNIVERSARIES	20
Application for membership	27-28
Badge order form	26
Birthdays Jan., Feb., Mar.	21-24
Chapter 2 Report	17
Civil War Field Telegraph	18
Contribution from members	6-19
Editor says	24
Election of Directors	4
Member supplies	4
New members & Silent Keys	2
On the air meetings	4
President message W6HV	5

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Spark-Gap Times Editor-Publisher
"Bert" Wells W5JNK (ootc@att.net)

ACTIVITIES
Mark Titterington W1EOF

REGISTERED AGENT RHODE ISLAND
Janice Lentz K4IJK

The Board of Directors honors these Silent
Keys for their contribution to OOTC.

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Secretary 1956-57
President 1959-63

Raymond E. Meyers #0188 exW6MLZ
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Secretary 1970-78,
President 1979-84,

Leland E. Smith #1214 exW5KL
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President 1987-90, Secretary 1991-93

THE NOMINATION & ENDORSEMENT PERIOD FOR DIRECTORS IN DISTRICT 2, 4, 6, 8 AND 0 TO SERVE 2010 & 2011 IS OPEN. CANDIDATES MUST LIVE IN YOUR DISTRICT AND BE WILLING TO SERVE. SEND NOMINATION/ENDORSEMENT TO: SECRETARY ootc@ootc.us or 3191 DARVANY DR. DALLAS, TX 75220-1611. YOU MAY NOMINATE THE INCUMBENT.

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4 AL-FL-GA-KY-NC-SC-TN-VA.	DAVID KNIGHT, W4ZJY, #3428.
6 CA-HI.	LEE R. WICAL, KH6BZF, #4444
8 MI-OH-WV-IL-IN-WI.	JOSEPH WEHNER, W8KNO, #4030.
0 CO-IA-KS-MN-MO-NE-ND-SD.	LEO MEYERSON, W0GFQ, #0707.

**OOTC ON THE AIR MEETINGS
EUROPEAN CHAPTER #5 CALL DL0OTC**

SSB 7:30 CE(S)T 3624 kHz, Tue, NCS DJ5ND, Willi Kreibohm.
SSB 11:00 CE(S)T 7090 kHz, Tue, NCS DJ2XB, Guenter Pesch.
CW 17:30 UTC 3576,5 kHz, Tue, NCS DL1MEB, Karl Maerz.
CE(S)T = Central European (Summer) Time = UTC + 1(2).

U. S. A.

Chapter #2 (CA): Tuesday, 1600 local 3917kHz. NCS W6HV, Troy Wideman.

AZ Chapter: Tuesday, 1600 local, 3913 kHz. NCS W7LGB, Lyle Brown.

N.East Chapter: Thursday, 1330 local, 7230 kHz. NCS K2VNM, Robert Kerns.

CH82 E. TN & SW. VA Chapter: Sun, 9:00PM E. 145.110MHz. down shift.

OOTC National Calling Frequency: Friday, 1700 UTC on 14050 kHz.

SUPPLIES AVAILABLE – Price includes postage.

OOTC BADGE - \$7 - \$9 or \$9.50 see page 22.

OOTC 4" Round Iron-on Jacket patch - \$5.00

OOTC 3" Round sticker - \$1.00

Gold 1" stamps free, YOU send S.A.S.E.

80 yr pin free courtesy W1GAY.



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Dallas TX 75220-1611 (no credit cards)



A MESSAGE FROM THE PRESIDENT

I hope the holidays were enjoyed at your QTH. It's really hard to believe we are starting a new year. Yet this one comes with a promise of far better band conditions. Seems as though one of my favorite bands, forty meters, has been unusable for too long a time.

However, lately a CW net that I belong to has occasionally been able to use the band without the need to resort to our alternate frequency (3.598 MHz) on eighty meters. The net is a QCWA CW net managed by Joe Saugier, K6CD, and is normally on 7.034 MHz, 1900 UTC, Sundays.

The October SGT was late, but it is one of the best I've read. For example, the article by Bob Shrader, W6BNB, was exceptional! I read through it at least twice. He described several antennas of the past, which are still used by many. For example the "inverted-L" which several of us use on the top band. Additionally I learned more about the types of stations that were used. Bob is an occasional CW contact for me on Sundays when forty is open. I hope you can work him with his "sideswiper". There must be many of you that have a lot of history in wireless communications. Why not share your experiences with us? Write them up and send them to Bert, W5JNK, for inclusion in the SGT.

Finally, since the new sunspot cycle has finally started, would there be any interest in getting the OOTC on-the-air net going again? A combination of band conditions, participation, and timing ganged up and the formal net was finally discontinued. Let us know if you would like to see it operational again.

73, hope to work you on the bands, Troy, W6HV

w6hv@verizon.net

LETTER FROM AL MELCHER, W6ARM, #3365

I recently received a letter from Don Johnson, W6AAQ, #2273, with some enclosures, one of which I would like to share with you. I forwarded a copy of the letter to my three sons (WA6MDI, K7BOB, W6CZ). I have known Don for over sixty years. His two sons and mine grew up together in the SF Bay area. When the FCC first authorized mobile operation on the HF bands, we formed a group of interested hams and chose a mobile frequency of 3995kHz (then kcs). We were all crystal controlled and we reasoned that a frequency close to the upper band limit would have less chance of interference from high powered fixed stations into our Gonset converters that had limited selectivity when connected to the broadcast car receivers. Don began experimenting with mobile antennas, always trying to improve them. He came up with the design of a metal tube with a coil inside and a whip on top. When the coil was extended above the top of the tube the antenna could be tuned to resonance by moving the coil up and down. The problem was that to change frequency it was necessary to exit the car to tune the antenna. He was trying to find a method of tuning it remotely when Denny, W6MHP (SK), suggested the motor from an electric screwdriver. So that's how the name "Screwdriver Antenna" was born and why Don is known as Mr. Screwdriver. In Don's words: "Since March 1991 (as of Jan. 08) over 9,000 have been sold plus plenty by shameless bootleggers"

This is a copy of a follow-up message to my three sons.

From: Almel

To: wa6mdi@cox.net, k7bob@comcast.net, don@hfradio.com,

Sent: 11/26/2008 10:23:18 A.M. Pacific Standard Time

Subj: Lockheed Constitution notes from Don Johnson, W6AAQ

Along with his letter, Don sent me some publications detailing some of his Navy experiences. This is one that I thought you would enjoy reading.

—♦♦—

April 1948, I, with a detachment of Navy personnel reported to Skunk Works at Burbank, California for familiarization and training in the aircraft that would become the Navy R60. Bunos 85163 and

85164 and named Lockheed Constitution. Neither of the two aircraft had been flown by the Navy yet.

85163 was the primary test vehicle. It was not finished inside. It had numerous large water tanks plumbed with pumps and feeds for various load configurations and practically instantaneous dump valves. A large area behind the engineers/navigator/radio operator compartment was partitioned off for scores of recording devices - state of the art at that time.

81564 was the complete plush passenger configuration. Large ladies lounge, men's room, spacious galley and crew quarters. Ninety some seats topside, interior carpets, drapes, curtained off storage areas. Two spiral stairways to the lower deck - one forward of the passenger compartments and a second about three fourths the way aft.

The lower deck contained a bunk room with several tiered bunks. Large storage areas for cargo and spare maintenance parts. Could carry spare engine and wheels. At the wing roots there were passageways into the wings where entry could be made into the accessory section of each engine.

About the bunkroom - on barnstorming tours for public display, several Navy Nurses were added to the crew compliment. Typical of sailors on per diem, frequently some of the crew would bunk in the lower after compartment. That was one of the areas the nurses were responsible for. It had to be shipshape for the early public tours. The gals complained but got nowhere so finally they gave up and crawled in also.

The R&O detachments' home base was Navy NATS VR-4 at Moffett Field, CA. The personnel were on per diem. The enlisted mostly stayed at the Pullman Hotel on the main drag in Burbank - \$2.00 per night. Those with dependents holed up in local housekeeping motels.

The Commanding Officer of the group left his wife and 5 kids in the SF Bay Area. Every weekend the CO would check out a R5D and everyone who wished would spend from Friday eve to Monday morning at their SF Bay Area homes. It was also very convenient to

-continued next page-

be able to close out the per-diem order and draw a pay check. The arrangement worked that way for several months.

Suddenly the CO was grounded by his spouse! A Hollywood columnist (female of course) with a big mouth and a local typewriter had published pictures and newsy columns implicating the CO with Greer Garson. The skipper's wife & 5 kids suddenly appeared in Burbank. Now we did not have the Captain to take us back and forth every week, but a gentleman he was -- every weekend he went to considerable trouble to get us a Friday night aircraft and plane commander. Confessing now: Our skipper arranged to have flight plans filed for the R5Ds, and sometimes R4Ds. We would make the journey north and back south without a PC. Of course that leaked out. When the stuff started to hit the fan, the 12th Naval District Commander saw fit to schedule a Friday-Monday courier flight. Nothing too good for the boys in blue!

Back to the per diem thing--this caused hard feelings with the civilian Lockheed aircraft mechanics working on the project with the Navy crew. With the Navy hefty per-diem and flight pay, the lowly swabbies were knocking down considerably more than the civilians were. We were cautioned to keep a low key and never mention it.

By the way - the cockpit and the flight deck were large and spacious. A metal folding chair would be set outboard of either pilots seat and often were. The flight deck was so far ahead of the engines the pilot could just turn his head to communicate power settings to the engineering compartment.

On one test flight a good part of the vertical stabilizer carried away. The plane spent several hours cruising in the Edwards AFB area. The time was consumed by many wireless conferences. Landing at Edwards was an option - probably the safest. The argument was how long it would take to repair the plane there. Sixty miles or more plus all the support equipment. Finally the Lockheed test pilot aboard convinced the brass that he was sure that he could get it into Burbank safely. He did. On early test flights a cable was rigged down through the center of the passageways, all crew members wearing chutes had their safety line snapped to the cable.

-continued next page-

Since this was the first large pressurized airframe, there was no guarantee it wouldn't suddenly rip open wherever there was a dotted line on the fuselage.

The Constitution inboard engines and props were configured for reverse thrust after landing. Routine: Wheels on deck -- push down on the two inboard throttle levers -- pull all the way back. This put the screws into reverse at 2400 RPM.

A Lockheed test pilot was checking one of the hotshot junior Navy pilots out. This hotshot Navy dude, who was probably in diapers when the Lockheed pilot began, pushed down on the inboards while still over Highway 99 coming in over the south end of the Lockheed strip. The Lockheed pilot saved the day and the ship. The last any of the crew saw of the Navy hotshot was when he walked toward the hangar after the flight. He really was not missed. No weekend flight to Moffett that Friday night. The Navy crew spent some hours installing micro switches on the oleos so the next dumb guy couldn't do the same thing.

On 24 July 1948 the Navy crew flew 85164 to Moffett Field, the detachments parent squadron - VR4. Dependents and friends were on hand for the arrival party and tours of the plane.

On 25 July, the CO with a select crew flew the maiden trans-con flight from Moffett Field to Patuxent River, Maryland - 9.2 hours. At the Pax River taxiway, 400 sailors in whites were boarded for immediate takeoff for Washington DC National Airport. The 400 sailors departed single file as Newsreel (Pathe) cameras rolled. All re-boarded for return to Naval Air Station, Patuxent River - it was past their evening chow time. Elapsed time to DC and return 0.7 hours.

Of course the Navy could always use a little PR. We did a lot of it. On one occasion the aircraft served as a radio station

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for Arthur Godfrey (K4LIB) when he presented - a live one-hour performance with his entire crew over New York City. Arthur Godfrey, a licensed pilot owning his own aircraft, was permitted to fly our aircraft from the right seat - flying the largest plane in the world - He was in hog heaven.

On 31 July 1948 President Harry Truman was carried to New York on a 1 1/2 hour flight where he cut the ribbon and all that stuff commissioning Idlewild (now JFK). Returned to Washington same afternoon.

Letting down at Idlewild a large goose struck and holed the leading edge of the port wing. An immediate return to DC with president Truman was scheduled. To prevent any possible delay, Navy ingenuity came into play again. Tools and materials on board provided the patch. One of the crewmembers family was on hand on our arrival. With one of the family members was a very small and young boy. He crawled into the wing to back the rivets. Obviously, there were no pop-rivets on board.

Also on the inbound flight, the prop governor on number 2 engine failed. Inspection revealed that the flanges had broken loose from the engine housing. Yards and yards of that old time - sticky - sticky - rubber electrical tape was wrapped around the governor and some added studs - (dowels) to hold it on for the return flight. Those repairs were all performed while president Truman was off with the free loaders - cutting the ribbon and possibly other fun stuff.

almel@aol.com

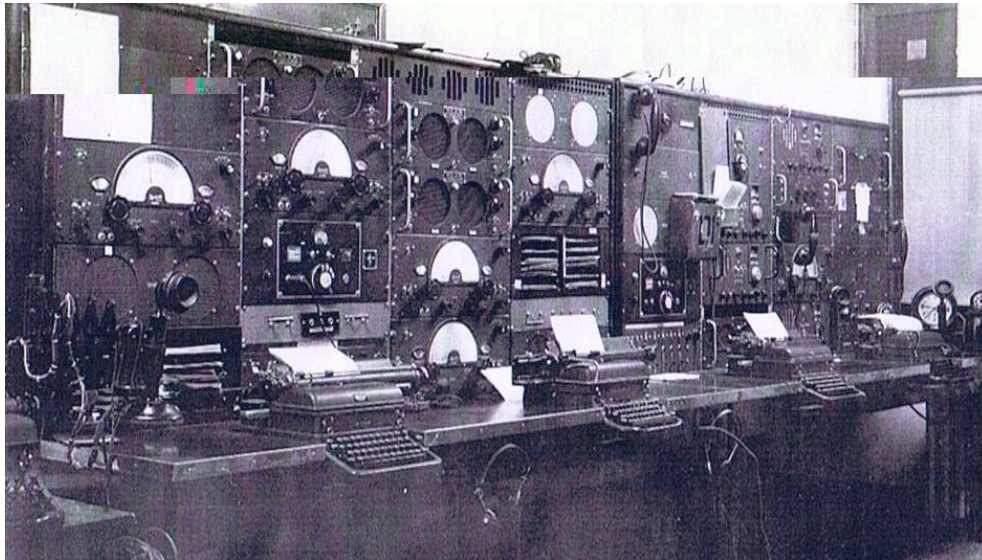
LETTER FROM AL MILLER VE7KC, #3890

This is a picture (next page) of the operating position of Vancouver Radio in 1945. We were located at the Vancouver Airport in the Air Services Building looking out over the airport and runways. Being wartime the racks were made of wood that caused all kinds of problems with grounding. The Department of Transport had an agreement with the recently created Canadian Pacific Airlines (CPAL) and we handled all their air/ground and point-to-point traffic in and out of the Vancouver terminal. We were tied in with the Northwest Staging route circuits as CPAL was flying that route. Every day of our shift we moved one position starting on the right so

we were kept current on the whole operation. The reservations messages were typed on a red form and the operations messages on a white form. The operations messages included flight plans, cargo dispatches, clearances and position reports and all except the air/ground went on CW. Cargo dispatches were sent to the terminal of departure to all stations on the route by a rather unique arrangement. The originating terminal operator would call CQ CA several times then send the message. You were expected to be at your position ready to take copy without any check to see if you were there. Cargo dispatches looked like cipher until you understood the format then you almost knew what was coming. I operated these positions from 1944 to 1948 then became a technician on Vancouver's first ILS system doing maintenance and flight calibration along with all the other radio gear on the airport.

The operating positions are as follows right to left:

1. Aeradio
2. CPAL – Air/Ground
3. CP-CPAL CW Point to point.
4. Government Point to point



A temporary position would be set up for training to the left of the Government position and the new operator would be told to copy everything he heard. -continued next page-

Across the room there was a telephone position to receive messages to be sent and deliver those received. Looking back it was a great experience never to be repeated. **almiller73@shaw.ca**

ALL MEMBERS, ESPECIALLY PRE-WWII LICENSED MEMBERS

How about relating a few early experiences you have enjoyed for Spark-Gap Times? Send (pictures, too) to the editor at **ootc@att.net** or to 3191 Darvany Dr. Dallas, TX 75220-1611.

**73 FROM WA7PVC, #3434, BUD, VERLH
HELLWIG & DAUGHTER LEE, 2008**

I have enjoyed SPARK-GAP TIMES for so
many years now.
lhellwig@msn.com



LETTER FROM RAY DAY, N6HE, #4302

Here's an item: Get the book, "TESLA, Man Out of Time" by Margaret Cheney (Simon & Schuster) - as I write this, 62 copies are available at www.amazon.com (used) from \$8.00. Roughly 370 pages, larger paperback. I loved it! Tesla's life story - riveting!
Ray N6HE **rayday@cox.net**

LETTER FROM RICHARD H. HARRISON, KB5WZI, #3241

Fortunately I am alive. My Spouse is Louise Rand Harrison. Her father (SK) was W2DBM, Phil Rand, so she hates heterodynes and radio. We have 4 grown grandchildren. I was MOMM3C in the U.S. Navy from 1944 to 1946 then with GI Bill help got a BSEE.

73

AKIN BRILL, K2ATB, #4175, SENT THIS URL

Dazzling pictures of earth from space. Hope it is still available.

<http://www.greatdanepro.com/Blue%20Beauty/index.htm>

k2atb@arri.net

LETTER FROM RAY CZYZEWSKI, WA2SEI, #4442

This is the knight raiders vhf club started in 1955. We were very active in all the vhf and some HF and field days. We had a lot of great times. I was only 12 yrs old but we used to go to "Radio Row" and get what I thought was junk, put them together and made home brew transmitters, amplifiers and receivers. Money was tight but we all put our hearts and souls into building and contesting. Most of the time we came in first place. There are only two left that are in the photo, Jack WA2CRF and me WA2SEI. The rest who were "Elmers" and good friends, are all SK's. Those were some of my finest memories. I kept the club and call sign K2DEL still going from Florida and have come in first place in the ARRL vhf contests over the last three years. We lost some fine hams and contesters and I miss the great times we had. OUR WEB SITE IS K2DEL.ORG LOOK US UP.

Ray/WA2SEI wa2sei@yahoo.com



BY BOB GIESE, W7UY, #4122 w7uy@arrl.net

Ham radio operation in the remote state of Wyoming.

You all likely know that Wyoming is the least populous state. Yet there are three other states with fewer ham radio operators than Wyoming. Nation wide there is about one ham per 400 people, while in Wyoming it is one in 300. With the least population and being the 10th largest state, we have a very low population density. Wyoming is the second most remote state behind Alaska that is 7 times as large but only a slightly larger population. We have one ham per 60 square miles compared to one in 5 square miles nationally.

I don't have statistics on distance between houses in various states, but I would guess that somewhere between 95% and 99% of the people in this nation could throw a ball and hit the nearest house. My nearest neighbor lives a quarter mile away and I have a few other neighbors about a half-mile away. This remoteness makes all kinds of communications more difficult, and ham radio is one way around the communications problem here. We all have telephones, but there is no cell phone coverage in much of Wyoming. To drive the 60 miles from my home near Bedford to the Jackson Hole area, there is no cell phone coverage for 40 of the 60-mile trip. If my vehicle breaks down or more commonly hits a deer, one either uses a 2-meter mobile transceiver or waits for another vehicle to come along. Because of the low population density, this could take up to an hour, then the person would need to drive another half hour to get cell phone coverage.

My wife Jennifer, N5DXD got her ham radio license 5 years before I got mine. I was teaching a night school course and a student, Lee, W0VT could not live with the fact that Jennifer had a license and I did not. By the end of the semester I had my Novice license and upgraded to Tech the next month. I have enjoyed the hobby ever since.

Field day is my favorite radio event and attached are a few field day pictures. -see photos next page-



CONTRIBUTED BY SHELDON PARKER, K2MEN, #4471

Forty-five years seems like such a long time, but I remember scrounging parts from old TVs and radios in hopes of building a transmitter for my first ham radio station. Everywhere I looked, I came up short in a big way, until one of those nights while pouring over the "Want Adds" of the local paper, Voila! Somebody had assembled enough junk to meet my building needs and then some. \$15 for the whole shebang. I kept what was needed and gave the rest to two "old" hams (they were younger at the time than I am now) who served as Elmers for my first station.

I managed to build a 40 watt input crystal controlled transmitter for 80 meters. I was so eager to get it on the air that I neglected to properly cover the 2E26s with those high voltage wires reaching from the top. Shortly afterward I learned that 600+ volts will cause your

-continued next page-

hand not to work for a little while. With the transmitter working, a receiver was next on the list. I reached deep into my savings bond collection that had been built in \$2 increments from lawn mowing jobs started when I was 11 years old. I got a Hallicrafters SX-96. \$125 was a whole lot of money back in 1963. And, ham radio had to compete with the '39 Chevy business coupe I had purchased and was trying to get running by the time I was old enough to drive, meet girls and all the good social stuff that goes along with it.

Anyhow, my dad filled a large deep hole with concrete (after I dug it) to support the mast that was to hold one end of an end fed long wire. I seem to remember a round cardboard Quaker Oats cereal box we used for the coil that was painted with lacquer and attached to the base of the feed into the cellar. I now had my own "place" to go, my own radio shack!

Learning code was not difficult for me. I studied, had a code oscillator and just did it. No software, no computers or other study guides back then. Somehow, passing the novice exam was no problem. Maybe I was too young to know fear. But, I was now WN2JTR.

The excitement of getting on the air was better than Christmas and a snow day off school combined. Listening to the crowded bands now made me understand fear. Where in the name of God would I be able to squeeze in? The novice band was jammed with signals! I mean JAMMED! So, without hesitation, I grabbed the navy knob of a cheap old straight key nailed to a piece of plywood and called CQ. Then, tuned the SX-96 up and down the band a few times. WN2JTR was on the air in a heartbeat! I had listened to what seemed like hundreds of QSOs and written a script of my responses in advance. I was sweating bullets and shaking like a leaf, but I was ready. I still have the QSL card from WN2KMP dated January 5, 1964. And I still remember the thrill of that first contact like it was yesterday.

-continued next page-

A lot has happened in 45 years. I got the '39 Chevy running and met a girl. We have 3 children and 5 grandchildren now. I still build a few electronic things, mostly QRP kits and related simple projects. When you are an accountant, it's a surprise if an electronic project works. I still love CW. I operate pretty regularly, even get my nose in on contests now and again. But, most of all, I just plain enjoy the hobby. I hope to be on the air for a long time to come. And, that "girl" likes my hobby too because she knows where to find me when MIA. Give me a holler if you hear me on the air. 73 Sheldon K2MEN
k2men@comcast.net

LETTER FROM KARL MAERZ, DL1MEB, #3622

My activities include the net control of the weekly air meeting (in CW) of the chapter 106 members of OOTC (together with QCWA members) interested in CW on the 80-meter band.

After the short beginning line there "QCWA/OOTC on the air meeting NCS DL0OTC/DL1MEB QCWA #22015 OOTC #3622" I give collected news about ham radio, somehow actual and related to Europe or DL, together with OOTC and QCWA news, in German.

I have done this for 14 years. I have five to six constant participants, sometimes also calls from neighboring countries (e.g. SP, HB9, ON4, 9A2). In the current time the exceptionally low sun activity made the F-2 REGION CRITICAL FREQUENCY in the early evening over DL as low as 2.1 MHz and this has as a consequence a skip zone with radius of 600 to 800 km. This problem will certainly pass away when after Christmas the sun (and the day length) will raise again. So I wish a good time for you,

Sincerely yours, Karl Maerz DL1MEB

FROM VAL ERWIN, W5PUT, #3894

Those of you with internet connection - visit 1939 Radio Shack catalog at <http://www.radioshackcatalogs.com/catalogs/1939>
You can even hear the pages rustling as you flip pages....Cool ! You will note that those antique "condensers" have been replaced by modern "cappy-sit-ors: Enjoy.

News Letter #27 OOTC Chapter 2 29 September 2008

Chapter 2's autumn meeting was held on Sunday September 28th at the Long Beach Yacht Club, with thanks to Helen Windham (N6ZLL) for arranging this wonderful site. Early members began to filter in a little after 10:30 and chatted and enjoyed coffee until the food was ready at 11:30. Twenty-four members and guests had gathered by 11:15, in the interim Secretary (Lyman Beman, W6GP) gave the financial report with the Club's bank balance of \$1,719.03.

I announced at the meeting that I would like to have another person accept the position as Secretary Treasurer at the election next spring. If any of you are willing or want to suggest someone else for the position, please let me know by email or phone and I'll contact them to see if they will accept the nomination.

At 11:30 the meeting was called to order by the President Paul Shinnerer, (AB6TB) and immediately recessed for all to enjoy the buffet brunch, with a delicious bread pudding and rum sauce for desert, a recipe provided to the chef by Helen Windham.

After brunch, the meeting was again called to order and all members were asked to stand, introduce themselves and guests and offer some interesting antidotes from their Ham experience. The new audio sound system improved our ability to hear one another.

Members and guests attending were Paul Shinnerer (AB6TB), Joe Saugier (K6CD), Helen Windham (N6ZLL), Doug Dowds (W6HB) and friend Ana Echeverria, Vi Barrett (W6CBA) and husband Don (KA6DJK), James Nicholson (K6TLN) and wife Donne, Ken Johnson (W6FU) and guests Bill Ferguson (W6FA) and Carol Jacobs (K6PQS), Lyman Beman (W6GP) and wife Marilyn, Hugh Graham (W6HG) and wife Marcia, David Flesh (W6IBF) and friend Tom Day (K6DAY), Archie Willis (W6LPJ) and Grandson Mike Willis, Steven Gregory (WA6FEJ), and William Snow (W6UUC) with wife Audrey.

The meeting was adjourned at 1:15 PM.

Lyman Beman W6GP

Sec/Treas. OOTC Chapter 2 **I.beman@verizon.net**

Submitted by Akin Brill, K2ATB, #4175 k2atb@arri.net

This is a picture from the Civil War showing a field telegraph station. It was taken near Wilcox's Landing, Virginia, in 1864.

It is amazing how much was involved in creating these old Civil War photographs. Today, photography is mainly about artistic aspects like composition, exposure, shutter speed and such. Back in the Civil War, the cameras were very large, and the negatives were large glass plates. Before each exposure, there was lots of chemistry that had to go on in a dark wagon nearby to create the glass negative. In reading the process to create the negative, prior to taking the photograph, I gained a new sense of appreciation for Mathew Brady, and the photographers working for him.



ANNIVERSARIES

**RICHARD E. & POLLY F.
WONSON (JONES)**

Celebrated 50 years of marriage on the 27th of November with a family dinner at the home of their son David (Jennifer) In Ft. Myers, FL.

Dick is AC4KA OOTC #3383,
Polly is AE4AU OOTC #3701.

E-mail ac4ka@earthlink.net



**MILBERT A. & NADINE W. WELLS
(WILLIAMS)**

Celebrated 60 years of marriage on the 2nd of August at the home of their daughter Mary (Jeb) in Evergreen, CO.

"Bert" is W5JNK OOTC #2951,
Nadine is W5ZUT OOTC #3210.

E-mail w5jnk@att.net



FOUR CHILDREN, 10 GRANDCHILDREN, 56 IN PICTURE. WHAT A CELEBRATION !

Jan-01 BIRT G3NR	Jan-08 MOXEY III N3CZB	Jan-18 CLEVELAND SR W7ZM
Jan-01 LISTING PA0JAL	Jan-08 SCHWERTFEGER W00IY	Jan-18 WHEELER W9QR
Jan-01 STEIN KC6T	Jan-08 BLAIR AC4YP	Jan-18 YEAGER KB0MTY
Jan-01 MINSKY W2BJ	Jan-08 STANTON W5LBU	Jan-18 NIELSEN K2GRO
Jan-01 BUTROVICH III W5UWB	Jan-08 FRANKE DL2AYJ	Jan-19 JUDSON N6ZHW
Jan-01 HOWARD JR K4RKN	Jan-09 HOWELL W4SOD	Jan-19 WELLS W5ZUT
Jan-01 KOT W6CJO	Jan-09 CHILDS K6IPM	Jan-20 CROSS N6GDS
Jan-01 GIURGUI YO6EX	Jan-10 RICE W5QQ	Jan-21 BOTELHO W3NNA
Jan-02 LOTT W6VIB	Jan-10 HERZOG DK8ZZ	Jan-21 LAMBERT W8IXD
Jan-02 WARD K1DW	Jan-10 SIFF WA4BUE	Jan-21 GREEN K6RZ
Jan-03 BOWMAN W1HQW	Jan-10 AARON WA2IEI	Jan-21 RUSSELL N2HY
Jan-03 ZIMMERMAN W0IXA	Jan-11 SYMONS K4IH	Jan-22 LUCCHI W6NVN
Jan-03 SVEC JR WA4BKW	Jan-11 BELL W6AQ	Jan-22 SIZEMORE SR W6ADO
Jan-04 PERRY KL7BT	Jan-11 MC CORMACK K1PLX	Jan-22 IVERSON K0EJU
Jan-04 WAGNER W4OSM	Jan-11 ERWIN W5PUT	Jan-22 DOBKINS W5LCM
Jan-04 GRISCH HB9ER	Jan-11 LEACH III K4OMZ	Jan-23 DAVIDSON K6MZS
Jan-04 BIRD WS7R	Jan-11 MILLER K3ARN	Jan-23 MARSHALL JR W1FJI
Jan-04 LITTLEWOOD K4HF	Jan-12 EVELAND W6QM	Jan-23 YOUNG K4KJP
Jan-04 KOONCE W3GOU	Jan-12 EDWARDS VE7BRX	Jan-23 SMITH W6RZA
Jan-04 NUTT JR W6PN	Jan-12 TOZIER JR W1GAX	Jan-23 RICHARDSON K6MHE
Jan-05 BOOCOCH SR W1QQ	Jan-12 O LEARY K0YCN	Jan-23 ROUMAN W8OWN
Jan-05 BOYD W8AFB	Jan-13 SCHROEDER JR W9JUV	Jan-24 KEBBY W6OTY
Jan-05 HIGGINS W7ES	Jan-13 MC KEE JR W3RFQ	Jan-24 POUNDERS W5NJS
Jan-05 HOLLOWAY K4EQ	Jan-13 BERRY JR K8UGL	Jan-24 WALDSCHMIDT W9WA
Jan-05 NIPPER W4AGN	Jan-13 CAMMER WB6OLL	Jan-25 GILL W9RMP
Jan-06 ROBERT W5RRK	Jan-13 VOLLMER W8LXC	Jan-25 ALDRICH W1FA
Jan-06 SANDERSON KD0YZ	Jan-13 LEVENSON W2FKN	Jan-25 SALEM W8VLD
Jan-06 SLACK W2DGJ	Jan-14 GRANDISON K6WS	Jan-25 NARATIL W3BNR
Jan-06 PATTERSON W6RYX	Jan-14 OBRIST N2AO	Jan-26 KNAPP W4UTO
Jan-06 FINN K0HLA	Jan-15 SEVER W8IM	Jan-26 MOATES W5KOD
Jan-06 CRAWFORD WB3KDB	Jan-15 POLITI W1NU	Jan-26 WRATCHFORD JR W8OVO
Jan-06 RANDALL W1ZE	Jan-16 CHANCE W3UC	Jan-26 DOERRIE K5IS
Jan-06 SUNDERMAN JR K4XTC	Jan-16 LINDSEY N4FL	Jan-26 WALKER K5CFW
Jan-06 ZANONI AH6WA	Jan-17 OVERIN W6LVQ	Jan-27 HOLLOWAY W9VBJ
Jan-07 FERTITTA W5LE	Jan-17 LEAKE W4BCI	Jan-27 STRAUCH W5VBX
Jan-07 SKINNER W9QXR	Jan-17 GOLDBERG KD2IN	Jan-27 SERFLING W2RHS
Jan-07 THOMPSON W5RFM	Jan-17 HISSERICH AF0F	Jan-27 GARRETT NU2P
Jan-07 LOWE K4QF	Jan-17 MILLER VE7KC	Jan-27 BLAKE N4DB
Jan-08 BERNAT K2GYX	Jan-18 AITON W6HAG	Jan-27 HESS K9MDK
Jan-08 WILLIS W6LPJ	Jan-18 WORTMAN W6KTP	Jan-27 SHARP JR W8WWG
Jan-08 STYMIEST KJ1T	Jan-18 PILAFIAN W4SQG	Jan-27 MALLON WA4GCH
Jan-08 GÖSCHLBERGER OE2JG	Jan-18 TUCKER N6TK	
Jan-08 GRÜNBERGER DL6KQ	Jan-18 ERWAY K2TAE	

Jan-27 MALLON WA4GCH
Jan-28 FRANK W1SOV
Jan-28 RHODES K5OQ
Jan-28 WENZEL W2GF
Jan-28 RING JR N1EA
Jan-29 REID W4TK
Jan-29 WONSON AE4AU
Jan-30 RYAN W6LOA
Jan-30 MALLON W2EBB
Jan-30 COLEMAN K6VW
Jan-30 CHAMBERLIN W1PFX
Jan-31 TAX KA2YFX
Jan-31 HOUGH W6HZM
Jan-31 WILSON K6LRN
Jan-31 FRASIER K2ANJ
Jan-31 GLAZE K4SUS
Feb-01 DOLESE W5KEB
Feb-01 CHASE W7HIP
Feb-01 SCHRAM K9KUV
Feb-01 FLANAGAN W2KRM
Feb-02 JOHNSON K4GVB
Feb-02 GARTSMAN W6ATC
Feb-02 HERZER DL7DO
Feb-02 SNIDER K0BGL
Feb-02 BELRUP SM7COS
Feb-02 MORGAN W4VAB
Feb-03 STEPHENS W4AET
Feb-03 MOORE W5DXP
Feb-03 STOWE W4HOZ
Feb-04 DOUGHTY W6EEN
Feb-04 BOYD K6DZY
Feb-04 HARTLEY K4WSB
Feb-04 DIRIC K5CSK
Feb-05 WEISS K6VU
Feb-05 ROTHSTEIN W8QHM
Feb-05 BARNETT SR W5UJA
Feb-05 GUIMONT JR WB6LLO
Feb-06 SIMPSON WB6ATA
Feb-06 LIVINGSTONE N6FIS
Feb-06 DOLEY G3BRA
Feb-06 BENNETT III KF4UTH
Feb-06 SCHWEIZER JR W2CF
Feb-06 NEELY W5NFN

Feb-07 HILL N6DZQ
Feb-07 SIMPSON WA4SLF
Feb-07 SOIFER W2RS
Feb-07 BRANDENBURG W0QNI
Feb-07 GUDAS N7TP
Feb-07 BARGELLINI WA3KNN
Feb-07 WILKERSON WD6FDD
Feb-07 GAGNON N6MA
Feb-08 BARTA W7HTF
Feb-08 HILL W5HX
Feb-08 NOTT K5YNR
Feb-09 BACON W0CNY
Feb-09 HELD K6QS
Feb-09 TAFFET W2ERJ
Feb-10 SUTTON K6WU
Feb-10 YELLEN W2EDA
Feb-10 WILLIAMS JR W4TY
Feb-11 SIMONSEN W1GJF
Feb-11 SAGER KA1BAB
Feb-11 PETERS W1PE
Feb-12 ROSENBAUM KB9DNV
Feb-12 GARLAND K5WSX
Feb-13 WEBER K5IU
Feb-13 CARTER W6AJ
Feb-14 STRAIN W9MIU
Feb-14 GRANTHAM W6BCN
Feb-14 BIGELOW JR W3AAA
Feb-15 MC BRIDE W4DGJ
Feb-15 MC GAVRAN JR W5PNY
Feb-15 SKLOOT K1NY
Feb-16 SIMPSON W5RA
Feb-16 REINER W4JVR
Feb-16 SWAFFORD W4HU
Feb-16 PHILLIPS W7KG
Feb-16 BEAM W4HFB
Feb-16 LOVAASEN K0MFB
Feb-17 BERKSHIRE W6YES
Feb-17 ANGLIN JR N5MPO
Feb-17 MANLEY KH6B
Feb-17 ROULLARD K6GTP
Feb-17 JACQUINOT K2DL
Feb-18 STEWART K6HV
Feb-18 STAMM W2WCT

Feb-18 THOMPSON W7JT
Feb-19 LEWIS WB7EMJ
Feb-19 HALL K6HSN
Feb-19 MAWK WB5RLS
Feb-19 FIELD WK9ARF
Feb-19 BENDER W3SY Y
Feb-19 HOLLADAY K4VMO
Feb-19 LAW WB4NLU
Feb-20 DREYER DL1ZQ
Feb-20 ALBISTON W1RCA
Feb-20 MEIROWITZ WA2ELE
Feb-20 WONSON AC4KA
Feb-20 MC CULLEY K0RJS
Feb-20 RAVENS JR K1QLG
Feb-20 HUFF W6JL
Feb-20 DEVILLON K4ZRP
Feb-21 MC DILL KA8FXA
Feb-21 MAC MILLAN W2FGY
Feb-22 MORRISON W6NFH
Feb-22 LESSIG K4SV
Feb-22 RIKER WA2RGU
Feb-22 RECK DM2AXO
Feb-22 HILLS W6QEE
Feb-22 SHEPARD KK5KW
Feb-22 STRAUSS W1SS
Feb-22 JOHNSON W9TNN
Feb-22 COONEY K1TU
Feb-22 EVANS KC2ICX
Feb-23 WIESEN K2VX
Feb-23 BOUDREAU W5FKX
Feb-23 SOCHOR N9SW
Feb-23 TAYLOR KS5A
Feb-24 REUSENS OA4AV
Feb-24 SOUTHERN JR W8PNK
Feb-24 HOLTJE W2TQS
Feb-24 BURROWS W9JWT
Feb-25 HEINRICH DL1BT
Feb-25 ZELLE W8FAZ
Feb-25 ECKHARDT W0OZ
Feb-25 MCKEE W5JIF
Feb-25 CIPOLLETTI WB2SPP
Feb-26 KING F5TZ
Feb-26 SANTOSKI K9UTQ

Feb-27 RAYMOND W0GQN	Mar-10 VOLTZ W9HW	Mar-20 REYES DU1OR
Feb-27 WILEMAN W5EEG	Mar-10 PHELPS W8TP	Mar-20 MACIE W1GVV
Feb-27 FORD W6HFV	Mar-10 GOODWIN JR K5RG	Mar-20 GRÄTZER HB9JAI
Feb-27 KIDDER W1DOK	Mar-10 RICHARDSON N8CE	Mar-20 ANDERSON JR KU6Y
Feb-27 RUSCHMEYER W0JKY	Mar-11 KAMPS DL9YP	Mar-20 GROB JR NN8R
Feb-27 MC PHERON K8IJD	Mar-11 VAN LOO ON4QN	Mar-20 NEWSOME W0HXL
Feb-28 SNELGROVE C6ADY	Mar-11 COILE K6FVH	Mar-20 KLUSMAN WA8KAZ
Feb-28 JOHNS WB0LBL	Mar-11 PERKINS WA7SNY	Mar-20 SHORB W3FSA
Mar-01 WEHNER W8KNO	Mar-12 FORSYTHE C6ANU	Mar-21 MARTEK NZ8X
Mar-01 SMITH K3SIS	Mar-12 BACON K4NTS	Mar-21 AKINS AB4HR
Mar-01 MILLER W0IKT	Mar-12 LARSON WA0DFF	Mar-21 HOPKINS K1GIR
Mar-02 PHELPS KF6RXB	Mar-12 HRUZA KB0OKU	Mar-21 ENSANIAN K13U
Mar-02 SIEGEL W2ST	Mar-12 KOEHNA DJ2VZ	Mar-21 PICKERING KJ9N
Mar-03 LINVILLE W7DH	Mar-12 DIAMANTONI W8ERN	Mar-21 SCHRINER W5FO
Mar-03 WEN KM2X	Mar-12 HENDERSON W5UZV	Mar-21 HOESTENBACH SR W5EGS
Mar-03 MC CONNELL W6DPD	Mar-12 ROBINSON K1QAR	Mar-21 BRATTON K5RA
Mar-03 NOLAN G3KWK	Mar-13 GRABEL N2FLR	Mar-22 HARRIS SR W8KWO
Mar-03 CALLAHAN WA2NZA	Mar-13 PHELPS W6LLP	Mar-22 SOKOL W9JXN
Mar-03 NOLAN G3KWK	Mar-14 PAUL W6THU	Mar-22 PFEIFFER DJ9AL
Mar-04 CHAPMAN W6VIF	Mar-14 DEXHEIMER W2VCI	Mar-23 CARNETT N5PEN
Mar-04 HOUGH W7GK	Mar-14 BETHEL K4CT	Mar-23 DEAS JR K6VLH
Mar-04 DOE JR W1GQU	Mar-15 TALLANT W5HLH	Mar-23 STEINBERG K9IKZ
Mar-05 WOODS W7TW	Mar-15 EDWARDS W6MCV	Mar-23 MC NULTY K0EFV
Mar-05 WHITTEN K0PFX	Mar-15 MOORE K6ICZ	Mar-23 MEYER N5JIM
Mar-06 KIESNER W6MK	Mar-15 HICKAM N3RSD	Mar-23 DUNKELBERGER W6MKA
Mar-06 WILLIAMS N5RUZ	Mar-15 BRAY W1GRS	Mar-24 TREMBLY W5VWZ
Mar-06 GIBSON W3DJ	Mar-15 ROUNDING W1LZS	Mar-24 PINGREE W1ZD
Mar-07 MEYERSON W0GFQ	Mar-16 CHRISTY WA6NJC	Mar-24 FOSTER JR NN7K
Mar-07 PRATHER W6KJP	Mar-16 BROOKS II W4UMC	Mar-25 FREY K0VF
Mar-07 KREIBOHM DJ5ND	Mar-16 WILHELM W7UUK	Mar-25 BAILEY W7SDE
Mar-07 NIX N4UAO	Mar-17 DASO K4ZA	Mar-25 PAGELS K9AAL
Mar-07 CLARK W3ZMN	Mar-17 JOHNSTON K0FNR	Mar-26 ROTH N0LAG
Mar-07 STROUT SR W2YC	Mar-17 HEARN K4PMT	Mar-26 HEINE W5OVV
Mar-07 BARROLL W7OP	Mar-18 RUSSELL K8RSU	Mar-26 BLOW W4OMO
Mar-07 ARNHOLT K9RXK	Mar-18 WHIPPLE AA4CV	Mar-26 TOLLER N4US
Mar-07 BROWN W9HBF	Mar-18 LEMBCKE DL1ZC	Mar-26 RISING K6THQ
Mar-07 HOLLABAUGH W6TMU	Mar-18 WOLFF W4RLB	Mar-26 REYNOLDS W2DAB
Mar-08 WEAVER W0PTU	Mar-18 BUCHANAN W1TXU	Mar-26 REINHART K9PLM
Mar-08 GOLDWASSER W4RD	Mar-18 PACE N7DD	Mar-26 PARTRIDGE K2QBZ
Mar-08 JONES NM4R	Mar-19 MARTINKA W9OD	Mar-27 KILLORAN W7PP
Mar-09 WYNNE W6QHL	Mar-19 GAUTHIER WB5AWJ	Mar-27 GAMAGE WA9QMO
Mar-09 DAVIS NQ0G	Mar-19 SCHNEIDER W9IEI	Mar-27 TAYLOR VE3CT
Mar-09 TRUSSELL W7BQ	Mar-19 KIRBY N3AAZ	

Mar-27 LANEY III K4BAI
Mar-27 JONES VK3BG
Mar-28 BEAN W3DJD
Mar-28 BENNOEHR DL1NP
Mar-28 OSTBY K7ZW
Mar-28 DOTY JR W7ACD

Mar-28 WEISS NH7Y
Mar-28 HEILMAN SR WJ3W
Mar-29 WILDMAN ZS6AD
Mar-29 MULBERG W2MJP
Mar-29 OAKLEY W7AB
Mar-31 CHERNIN KH6GI

Mar-31 ENGEL AA4PE
Mar-31 SHOTTS W6MEB
Mar-31 EPSTEIN K8IA
Mar-31 MOYNAHAN K3EE
Mar-31 SCHWENGER DJ3WE
Mar-31 SWINNEY W8CNJ

The first issue of "THE BLABBERMOUTH" (NO.1) March 1961 started out with "It had been planned to issue some kind of OLD OLD TIMERS publication at regular intervals. The difficulty of obtaining news items of general interest has been quite difficult and as result this issue has been delayed far beyond any reasonable excuse."

This is the first indication of any OOTC publication. The publication was heralded by "dandelions and bricks" from members, one member was critical in the extreme – even vitriolic. I must say that you have been "kind" to me over the last fourteen years I have been editor. Spark Operator Earl Cline, W4PPZ #0061 (SK 12/24/1963) was the originator of "Blabber Mouth" and dubbed YE OLDE COPY BOY.

Now, the name "Blabber Mouth" was eventually changed to "Spark-Gap Times" after a letter from Howard Pyle, W7OE - OOTC #0103 SK 11/28/1972, expressed an urgent suggestion to change the title to something with greater dignity. The first issue of Spark-Gap Times was issue number 8 on April 1 1962. And that was some issue, 24 typewritten pages.

You may know that OOTC has converted all it's files to Portable Document Files (PDF). They are readable by a free "Acrobat Reader" available on the internet at www.adobe.com.

A OOTC DVD containing all member applications and publications is available, to members only, from the Editor/Publisher. If you have a computer with a DVD reader in it, how about asking for one of the DVDs to enjoy and help the club monetarily at the same time. Send \$10 to "Ye Olde Copy Boy(#2)" 3191 Darvany Dr. Dallas TX 75220-1611. If you have a mind to and are behind in dues you can help that way, too. The Label on the printed SGT indicates if you are delinquent.

"Bert" W5JNK Editor/publisher

Notice: Call letters shown were calls they used, subject to reissue since then.

PRESIDENT

1947-1949 IRVING VERMILYA *W1ZE
 1950-1952 GEORGE STERLING **W1AE
 1953-1955 IRVING VERMILYA *W1ZE
 1956-1958 WATSON GREENE W1CPI
 1959-1963 EARL CLINE SR ***W4PPZ
 1964-1967 BERT OSBORNE W4MF
 1968-1969 RAYMOND F GUY W4AZ
 1970-1976 ANDREW SHAFER W8TE
 1977-1978 FRED ELSE W6FB/KH6CZ
 1979-1984 RAY MEYERS W6MLZ
 1985-1986 LEWIS SIEK K4NE
 1987-1990 L. F. HEITHECKER W5EJ
 1991-1992 DUNCAN KREAMER W1GAY
 1993 HARRY GARTSMAN W6ATC
 1994-2004 LELAND SMITH (SK-in-office) W5KL
 2005 DUNCAN KREAMER W1GAY
 2006- TROY WIDEMAN W6HV

VICE PRESIDENT

1947-1952 ROLAND BOURNE ****W1ANA
 1953-1958 CHARLES ELLSWORTH *****W1TU
 1959-1961 LAWRENCE DUNN W2CLA/W2LP
 1962-1964 MERRILL BEAM K2BX
 1965-1967 PERLEY B DUNN W6WPF
 1968 FRED ELSE W6FB/KH6CZ
 1969 EDWARD RASER W2ZI
 Assistant BERT GAMBLE W5ZC
 1970-1971 WILLIAM GOULD III K2NP
 1972-1976 FRED ELSE W6FB/KH6CZ
 1977-1979 GEORGE ELDRED W9SG
 1980-1984 LEWIS SIEK K4NE
 1985-1986 HOBART JOHNSON W3AC
 1987-1990 DUNCAN KREAMER W1GAY
 1991-2005 HARRISON MOORE W2JQS
 2006- JOE SCHROEDER W9JUV

TREASURER

1947-1952 HUBERT INGALLS W1NQ
 1953-1958 EARL CLINE SR ***W4PPZ
 1959-1964 EARL WILLIAMS W2EG
 1965-1966 EUNICE THOMPSON W1MPP
 1967-1968 T. FRANK SMITH W5VA
 1969 BERT GAMBLE W5ZC
 1970-1976 RAY MEYERS W6MLZ
 Assistant LEE MANN K6KP
 1977-1978 RAY MEYERS W6MLZ
 1979-1986 A. J. GIRONDA W2JE
 1987-1991 BERT AYERS W6CL
 1992-1993 WESLEY RANGLES W4COW

TREASURER(continued)

1993-2008 LEE KNIRKO W9MOL
 2008- JOSEPH WEHNER W8KNO

EXECUTIVE SECRETARY

1947-1953 HUBERT INGALLS(founder)W1NQ
 1954-1956 FRED MULLER (SK-in-office) W4ZL
 1956-1957 EARL CLINE SR ***W4PPZ
 1958 RICHARD KLEINBERGER W2AEC
 1959-1964 EARL WILLIAMS W2EG
 1965-1967 EUNICE THOMPSON *****W1MPP
 1968 T. FRANK SMITH W5VA
 1969 BERT GAMBLE W5ZC
 1970-1978 RAY MEYERS W6MLZ
 1979-1986 A. J. GIRONDA W2JE
 1987-1988 BERT AYERS W6CL
 1989-1990 WESLEY RANGLES W4COW
 1991-1993 TED HEITHECKER(SK-in-office) W5EJ
 1994-2008 BERT WELLS W5JNK
 2008 WILLIAM CARTER W6AJ
 2009 BERT WELLS W5JNK

* **W1ZE** Operator at old "CC", the Marconi station at South Wellfleet, Cape Cod, MA.

** **W1AE** FCC Commissioner during his term as OOTC President.

*** **W4PPZ** Originator of OOTC newsletter Blabbermouth, later renamed Spark-Gap Times.

**** **W1ANA** designed OOTC certificate still used today. He was top executive at Maxim Silencer Co. and close associate of Hiram Percy Maxim, the founder of ARRL.

***** **W1TU** One of the three wireless operators who handled all the traffic on the Titanic sinking while he was with the Canadian Marconi Company in Newfoundland. Also received a Presidential commendation for the handling of radio traffic on the NC-4 transatlantic flight. He sponsored Marconi's daughter as the Old Old Timers Club first honorary member.

***** **W1MPP** The first woman broadcaster in the United States, and no doubt the world.

#0026 K2AE Henry Broughton made radio contact across the stage, assistant to Nikola Tesla, the Chicago Worlds Fair, 1893.

OOTC BADGE 1/16" X 2" X 3"

White background and either BLACK or RED logo and lettering. Beveled edge gives either a black or red border. Send this order blank or a copy of it, with check, money order or U. S. currency to:

OOTC INC
3191 Darvany Dr.
Dallas, TX 75220-1611



PUT MY MEMBER # UNDER THE CALL LETTERS YES____NO____
(IF YOU DO NOT CHOOSE, THE MEMBER NUMBER WILL BE OMITTED)

CHOOSE RED OR BLACK LETTERING
(If you do not choose, black lettering will be ordered)

WHITE WITH BLACK LETTERING_____

WHITE WITH RED LETTERING_____

BADGE WITH LOCKING SAFETY PIN BACK (\$7.00)_____

BADGE WITH PLASTIC POCKET CLIP (\$9.00)_____

BADGE WITH MAGNETIC BARS (\$9.50)_____
(NO HOLES IN SHIRT OR BLOUSE)

BADGE WITH BOLO CLIP AND TIE (\$9.50)_____

CHOOSE TIE COLOR

BLACK____RED____BLUE____BROWN____

(If you do not choose, black tie will be ordered)

PRINT YOUR CALL LETTERS

PRINT HOW YOU WANT YOUR NAME TO APPEAR

PRINT WHAT YOU WANT HERE, CITY & STATE OR ?
(If you want nothing here, say "nothing here")

OLD OLD TIMERS CLUB INC.

APPLICATION FOR MEMBERSHIP, MAIL TO OOTC INC.
3191 DARVANY DR. DALLAS TX 75220-1611

for information, write or call

PH: 214-352-4743 E-mail: ootc@ootc.us Web site: www.ootc.us

(PLEASE PRINT ALL ITEMS CLEARLY)

Name_____

Present call_____ Address_____

PHONE_____ E-mail_____

1st 2-way HAM wireless(Year)_____ Nickname/Handle_____

My first amateur call was_____ Other calls_____

If not HAM, first 2-way wireless Commercial Radio () Military Radio ()

CB () Year_____ Describe it_____

Date of
Birth_____ Birthplace_____

NEW MEMBER ENROLLMENT FEE \$22. (10Initiation+\$12.one year dues.) Yearly Dues \$12. All members of same family at same address for \$15/yr. Or elect \$10 initiation plus LIFETIME DUES for: Under age 75 \$175., 75 to 79 \$135., 80 to 84 \$110., 85 to 89 \$85., 90 to 94 \$50. IF YOU ARE 95 OR OVER, SEND APPLICATION AND NO MONEY. Funds must be acceptable at a U.S. Bank. If needed, will accept Installment payments.

NOTE: SEND RENEWAL DUES TO OOTC 3191 DARVANY DR. DALLAS TX 75220-1611

Members may receive Spark-Gap Times by PDF E-MAIL attachment on request. Whether dues are paid or not, members remain on the membership rolls. Dues support the operation of the club. Post Office mailing is not always possible to all members not paying dues. This is a non-profit club. INTERNATIONAL MEMBERS NOTE: Please remit with (1) American Express money order, or (2) Check drawn on a U.S. Bank, if a branch of a U. S. bank accessible, or (3) if foreign bank, must add \$20 collection fee which is charged by our bank, or (4) U. S. Currency.

ELIGIBILITY REQUIREMENT. You are eligible If you had two-way wireless communication 40 (or more) years ago (eligible on January 1 of the 40th year). OOTC recognizes your first two-way communication whether through CB, amateur, commercial or military operation. Provide proof if possible. If never ham licensed but had eligible 2-way communication, you may join as an Associate Member. Get ham license later and the "A" (Associate) will be dropped after your member number.

OOTC wishes to have extended information about each member, activities and background. The information becomes a permanent and important part of your record as a member of OOTC, making it possible for us to write of your life work and experiences. We would appreciate a photograph, B&W or color. Send a biography and/or any story suitable for publication in Spark Gap Times on separate sheet(s) of paper. Unless you advise otherwise, filing this application gives us permission to publish your membership in Spark Gap Times.

First name of spouse_____CALL_____ # children____

Military Branch_____service from_____

to_____, Rank_____I heard about OOTC from_____

Your Signature_____

Last 4 digits your Social Security #_____(Helps for SK identification)